

RAILROAD EMPLOYEES.

Ball of the Emporia Trainmen.

The big ball of Emporia Lodge No. 23 of the Brotherhood of Railroad Trainmen will be held at the wigwam at Emporia to-morrow night. There will be a large attendance, as a great many tickets have been sold. Joe Lightner got rid of twenty-five. The members of the invitation committee are L. O. Williams, Joe Lightner, W. S. Cummings, W. E. Miller and J. E. Martindale. Supper will be served at the Whitely.

The officers of No. 23 for the coming year are J. F. Lightner, master; W. H. Hall, secretary; J. E. Martindale, treasurer, and C. D. Shafer, Journal agent.

The Wreck at McLellan.

The Phoenix, Ariz., Republican says: The remains of Engineer Frank Newton, killed and burned to a crisp in the McLellan wreck on the Santa Fe Pacific, were found, only a part of the trunk, articles of clothing and keys leading to identification. The remains were accompanied to the old home of the deceased, Bloomington, Ill., by Mrs. Newton and a friend of the dead engineer, William Norman, also an engineer. Only a small part of Engine Fireman Bert Sperry's body was found under engine No. 105. They were inclosed in a casket and obsequies were observed in Winslow on Saturday.

Inspection Car for Section Bosses.

Mascoutah, Ill., December 14.—The Louisville & Nashville railroad has introduced a new plan on that system by which it is expected to materially advance the education in railroad work of the track foremen.

A special inspection train with a perfectly equipped inspection car is to be run annually or semi-annually for the benefit of the section "bosses."

Expert railroad engineers and officials accompany the trackmen, and, while they are getting practical knowledge about the railroad on which they are employed, they also receive free lectures on the fine points in modern railroad building. There were about 100 section foremen on the special car which left East St. Louis last week for a trip over the St. Louis and Henderson division. The party was in charge of Supervisor Julius C. Dew, of the St. Louis division.

Topeka Shops Will Not Be Moved.

It has been the rumor for some time among the shop men that the Santa Fe intended to distribute the manufacturing work now done in the Topeka shops to different division points on the road. In an interview on the subject wane in Topeka last week President Kipley said:

"Some time ago there was a report circulated to the effect that I had said that the manufacturing work of the road was to be distributed to different division points, and considerable work taken away from Topeka. I wish to deny this, and say that I never made any such statement. The general shops of the road are in this city, and we have them equipped second to none in the United States. As long as I am connected with the road the manufacturing work will continue to be done here as in the past, and possibly it will be increased. The shops at Fort Madison are to be fixed up and the machinery moved from the present wooden building into the stone building already standing, but this will be simply because the repair work of the Chicago division demands it, and not because there is any intention of dividing the general work between the shops at Topeka and Fort Madison."

More Suits for Blacklisting.

Ogden, December 9.—Following up the verdict in the court of Judge Clifford in Chicago, November 18, awarding damages against the Chicago & Northwestern railway to Fred R. Ketcham in the sum of \$21,600 because of blacklisting, there was filed in the District court at Ogden last night the complaint of John O'Hara against the Ogden Short Line railroad and the receiver of the Union Pacific company, claiming damages to the amount of \$30,000.

O'Hara had been a conductor and brakeman for thirty years at the time of the A. R. U. strike in 1894, and has been unable to get any steady employment since that time. He at one time secured work from the Short Line, but

they discharged him after six weeks, saying he was competent but they did not want him.

Garrett O'Neill, a Union Pacific superintendent, when applied to for work and O'Hara stated his experience and qualifications, said: "You are all right, but you have an X mark on you."

The complaint sets forth that the defendant railroads willfully, maliciously, feloniously and unlawfully made and exchanged black lists upon which was the name of plaintiff, with the intent and purpose of preventing him from securing and retaining work as brakeman or conductor, and that at all times since 1894 they have done this to his damage in the sum named.

There will be about thirty cases filed here on the same charge.

Railway Notes.

H. T. Brown, watch inspector for the Santa Fe at Nickerson, was in Topeka Thursday.

J. C. Bramhall, traveling passenger agent for the Burlington route, was in the city Thursday.

The Santa Fe is now putting in a large water reservoir at Newton. It will be forty feet in diameter, fifteen feet deep and will be sunk eleven feet in the ground.

There is a vacancy on the 341 and 342 run on the Hutchinson branch. The oldest conductor in point of service applying for the position before the 16th will be given the run.

Engineer Orin Smith, who was discharged some time ago for unexplained reasons has been reinstated by Superintendent Avery Turner. He will be given a run on the main line.

W. S. Lawless, superintendent of steam heating for the Santa Fe, was in Newton last week inspecting the new steam heating plant that is being put in at the roundhouse there.

Engineer Wm. Rain and Fireman Crawford were in charge of engine No. 504 on the special train that took the officials and directors of the Santa Fe on the trip to Newton last week. The return trip was made in three hours and thirty minutes. The distance is 121 miles.

Edward Wilder, Treasurer of the Santa Fe, will commence the official history of the Santa Fe route the first of next year. The book will give the history of the road from its organization to the present time and will also tell of the Santa Fe silver anniversary held in Topeka during the Fall Festival.

The Santa Fe has established the trainmaster's and train dispatcher's offices at Wellington. It is thought that this will bring about the re-establishment of the division superintendent's office, which was abolished two years ago. It is the opinion of local railroad officials that if the division superintendent is located at Wellington the office will be in charge of C. J. Hartman, formerly of Wichita, but now with the Mexican Central, or Division Superintendent F. T. Dolan, of Wichita, who may be moved to Wellington.

Santa Fe Shop Notes.

Fireman Gus Lindquist was seriously ill at his home last week.

David L. Carson has resigned his position in the car department.

Harry Grant, of the planing mill, was sick for a few days last week.

A new switch was laid into the new wheel press building last week.

Phil Strack and Gus Johnson have accepted positions in the shops.

Joe Gustine returned to work last week after several days' illness.

Joseph Lang, of the car department, is laying off on account of illness.

Engines 284 and 737 were turned out from the repair shops last week.

The car department turned out seventeen new freight cars last week.

Most of the departments are working until 9 or 10 o'clock every night.

Engine No. 752, from Argentine, came into the shops for repairs last week.

The car department will turn out three new postal cars about January 1.

Amos Beeler was "training" engine 782 between Topeka and Meriden one day last week.

Chas Gardner, of the machine shops, who injured his hand some time ago, is again at work.

The eighth of the large consolidated engines will be finished this month. The first intention was to build twelve of

these engines this year, but on account of the rush of other work it was impossible to do so.

From present prospects nearly all the departments will work every night until the first of the year.

Chas. Washburn, who had his hand mashed several days ago, was not able to be at work last week.

Conductor J. E. Martindale, of Emporia, is being treated at the Santa Fe hospital for a tumor in his side.

One refrigerator car was turned out of the shops Friday. It was painted yellow and trimmed with black.

Engine No. 80, which was in a wreck on the cut-off last summer, has been brought to the shops for repairs.

The directors of the Santa Fe made a tour of inspection through the shops. One of the employees of the shops was compelled to give up a day's work at \$3.50 for the day to be a witness in the Cook-Kepley contest trial, for which service he received \$1.50.

Robert Weir sustained a painful injury Friday. One of his hands was struck by a piece of flying timber.

Valentine Hay has resigned his position in the car shops to go to work as traveling salesman for an Eastern firm. Last week and decided on a number of improvements to be made next spring.

Engine No. 71 left the paint shop last Saturday and was put into service on the road. It weighs 125 tons and is the seventh consolidated engine turned out this year.

C. H. Rhodes has returned to work in the shops after a trip over the country as a judge of several poultry shows. He is conceded to be one of the best judges of poultry in the West.

The dance that was to have been given next Thursday night by Irwin lodge A. O. U. W. No. 260 has been indefinitely postponed on account of the shop men, who make the majority of the members of the lodge, having to work nights.

Master Mechanic Smith says that the shops are now so well equipped that they will be able to turn out sixteen of the large consolidated engines during the coming year. The sixteen that will be constructed next year and the eight that are now in service will make twenty-four of the largest engines in use on any railroad in the United States.

Mechanical Engineer Scott, of the Pullman works, was a visitor at the Santa Fe shops last Friday. He came to Topeka to inspect the pneumatic machinery, which is said to be the best of any in this country. Mr. Scott was shown over the shops by Master Mechanic Smith and was very much surprised to note the improvements and facilities of the shops. The Pullman company is contemplating introducing pneumatic machinery at its shops in Pullman, Ill., and Mr. Scott was here to get the run of things in the Topeka shops before introducing it there.

Death of A. D. Seiler.

Andrew D. Seiler, of the Santa Fe boiler shops, died Friday evening at

10:30 o'clock of Bright's disease at his residence, 719 Jefferson street. He had been in poor health for four years, but had been confined to his room for only two weeks. Mr. Seiler was 36 years of age, and leaves a wife and four children.

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